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Hongkong, 28th December, 1907.

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Hongkong, 1st April, 1904.

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Laid up in Lavender, by Weyman.

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Hongkong, 4th December, 1907. a140

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ALEXANDRA BUILDINGS
Hongkong, 4th January, 1908

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On all communications relating to the news column
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

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BIRTH.

On December 24th, at Shanghai, the wife of
WILFRID F. HAMILTON, of a son.

MARRIAGE.

On December 24th, at Shanghai, EDWIN JAMES
MALES, of the London Mission, Shanghai, to
FLORENCE A. GAIN.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, F.C.

The Daily Press.

HONGKONG, JANUARY 4TH, 1908.

SOME REMARKS WHICH WERE MADE BY MR.

RUDYARD KIPLING, AT A BANQUET GIVEN TO

HIM AT THE CANADIAN CLUB AT OTTAWA, UPON

THE vexed question of the employment of

ASIATICS IN OUR COLONIES, THREW AN IMPORTANT

LIGHT UPON THE SUBJECT, AND OFFER A HOPE THAT

A REASONABLE SOLUTION OF THE DIFFICULTY MAY

BE FOUND. HE STATED IN HIS ADDRESS THAT HE

Had been assured, one day, when a shipload

OF HINDUS CAME IN, THAT THEY WOULD ADD TO

THE ALREADY-LARGE MASS OF THE UNEMPLOYED

IN THE STREETS OF THE CITY; BUT HE FOUND A

LITTLE LATER, FROM THE INDIANS THEMSELVES

THAT THEY HAD ONLY BEEN A FEW HOURS IN PORT

WHEN THE MAJORITY HAD ALREADY BEEN ENGAGED

TO WORK ON UNSKILLED LABOUR THAT WHITE MEN

COULD NOT HANDLE. HE ADDED THAT THERE WAS

NO NEED FOR WHITE MEN TO HANDLE THAT LABOUR

AND THERE WAS NOT EVEN ENOUGH WHITE LABOUR

TO OVERSEE THE UNSKILLED LABOUR. IN THESE

REMARKS MR. KIPLING HAS TOUCHED THE REAL

POINT OF THE MATTER, WHICH, THOUGH ATTENTION

HAS RECENTLY BEEN DIRECTED TO IT, IS

PETITUR BUSINESS TO OPPOSE ANY INTRODUCTION

OF ASIATICS AS LABOURERS IN OUR COLONIES.

THE FORM IN WHICH THE CASE IS PUT IS THE

ASSUMPTION THAT THERE IS A CERTAIN DEFINITE

AMOUNT OF WORK TO BE PERFORMED AND A CERTAIN NUMBER OF WHITE LABOURERS READY AND WILLING TO DO IT, AND THAT CONSEQUENTLY THE ASIATICS ARE ONLY TAKING THE BREAD OUT OF THE EUROPEANS' MOUTHS BY DOING THE WORK AT A LESS WAGE THAN THE LATTER CAN LIVE UPON. SOMETHING OF THIS KIND, IT IS FAIR TO ADMIT, DOES OCCASIONALLY OCCUR IN RESPECT TO SKILLED LABOUR BUT IT IS ONLY A VERY LIMITED NUMBER OF COOLIES EITHER INDIAN, CHINESE OR JAPANESE WHO ARE COMPETENT TO COMPETE WITH ARTISANS AND OTHER SKILLED WORKERS. IN RESPECT TO THE BULK OF THE WORK WHICH THE ASIATIC LABOURER DOES IT IS MERE ROUGH LABOUR WHICH WOULD NOT BE PERFORMED AT ALL BY EUROPEANS; BUT WHICH, WHILE BEING DONE BY THE ASIATIC, WILL AFFORD OPENINGS FOR THE WHITE MEN AS OVERSEERS, AND WHEN ACCOMPLISHED WILL BE THE MEANS OF EMPLOYING LARGE NUMBERS OF EUROPEANS PERMANENTLY. ONE OF THE BEST ILLUSTRATIONS OF THIS IS THE PACIFIC RAILWAY WHICH COULD NOT AT THE TIME IT WAS MADE HAVE BEEN COMPLETED WITHOUT THE AID OF THE CHINESE COOLIE, BUT WHICH NOW IS THE DIRECT MEANS OF EMPLOYMENT OF THOUSANDS OF AMERICANS TO SAY NOTHING OF THE NUMBERS WHO FIND EMPLOYMENT INDIRECTLY THROUGH ITS INFLUENCE IN THE DEVELOPMENT OF THE COUNTRY AND THE VAST AMOUNT OF TRADE WHICH IT HAS INTRODUCED. THIS IS KNOWN TO BE THE TRUE BEARING OF THE MATTER, BUT UNFORTUNATELY IT IS NOT PUT BEFORE THE WORKING MEN IN THAT LIGHT. THEY ARE LED TO BELIEVE THAT THEY COULD GET THE WORK TO DO IF THE ASIATIC DID NOT COMPETE WITH THEM AND ACCEPT MUCH LOWER WAGES THAN THEY COULD WORK FOR. UNFORTUNATELY, HOWEVER, THIS IS IN NEARLY ALL CASES A SIMPLE DELUSION. IT IS ONLY BECAUSE CHEAP LABOUR CAN BE OBTAINED THAT A CERTAIN CLASS OF WORK—MUCH OF THE ROUGH WORK THAT HAS TO BE DONE IN OPENING UP NEW COLONIES—CAN BE PROFITABLY UNDERTAKEN AT ALL. THE WHITE LABOURER, THEREFORE, SO FAR AS THAT PART OF THE WORK IS CONCERNED IS IN PRECISELY THE SAME POSITION WHETHER THE COOLIE WERE THERE OR NOT. IN EITHER CASE, HE DOES NOT GET THE WORK; BUT IF IT IS DONE BY THE ASIATIC HE HAS THE CHANCE OF SOME EMPLOYMENT AS OVERSEER, AND ULTIMATELY BENEFITS BY THE CITIES OR THE COUNTRY BEING IMPROVED AND OPENED UP. IT MAY, OF COURSE, BE SAID THAT THIS IS A VIEW OF THE SUBJECT WHICH THE STATESMAN MAY BE EXPECTED TO TAKE, BUT THAT IT CAN HARDLY BE EXPECTED THAT THE LABOURERS THEMSELVES WILL DEAL WITH THE QUESTION UPON SO BROAD A BASIS. THIS, NO DOUBT, IS THE CHIEF DIFFICULTY THAT HAS TO BE DEALT WITH; BUT MAY IT NOT BE HOPED THAT THE EUROPEAN WORKMAN WILL, AT TIME GOES ON, COME TO SEE THE MATTER IN ITS TRUE LIGHT? IT HAS BEEN PERSISTENTLY PUT BEFORE THEM BY THEIR LEADERS IN THE WRONG FORM, FOR THE SIMPLE REASON THAT IT SUITS THE DEMAGOGUES WHO RISE TO POWER ON THE WORKING MEN'S SHOULDERS, TO FLATTER THEIR PREJUDICES, RATHER THAN ENDEAVOUR REALLY TO BENEFIT THEM. AS TIME GOES ON MAY IT NOT BE HOPED THAT THE WORKING MEN WILL BE SHREWD ENOUGH TO FIND OUT A FEW PLAIN FACTS FOR THEMSELVES AND TO REALISE THAT IT IS NOT TO THEIR INTERESTS TO PREVENT THOSE WHO CAN DO A CERTAIN CLASS OF WORK, WHICH THEY THEMSELVES CANNOT DO, FROM PERFORMING IT, AND THUS OPENING UP THE WAY TO EMPLOYMENT WHICH THEY OTHERWISE COULD NOT OBTAIN?

The first plague case of the year was notified yesterday.

The German Mail of the 4th December was delivered in London on the 2nd inst.

On Thursday morning, while a coolie was working cargo in the tween decks of the ss. "Takasaki Maru" a large case fell on him. He was killed instantly. His body was removed to the mortuary.

The native who was caught in the act of leaving the premises of Messrs. Simonds and Co., with \$30 worth of cloth was yesterday sentenced by Mr. H. H. J. Gomperts to three months' imprisonment and four hours' stocks. The second defendant was discharged.

The burlesque "Live in Lotus Land," which the members of the Catholic Union have played to large houses during the week, will be staged for a last time this evening. Those who have not yet seen the clever acting of the amateurs should embrace this last opportunity.

This afternoon at 3.30 there is the matinée performance of "Mother Goose" by the Lilliputians, and to-night the last performance of that pantomime. On Monday night it will be the "Belle of New York" again; on Tuesday night, "In Town"; and on Wednesday night "La Poupon." Then the com any goes to Shanghai, leaving Hongkong for another three years.

Strange sounds at the door of No. 69, Des Vœux Road West early yesterday morning awoke a sleeping foki, who awaited results. It was not long before the door was quietly opened and a man entered and closed it again. Then the foki seized the entrant, and a struggle followed. The foki received a nasty wound on the forehead from a lock pick, but clung to his assailant until assistance arrived. Then he was removed to hospital, and the other man to jail. The latter will be charged shortly with breaking and entering.

A coolie appeared before Mr. F. A. Hasland at the Police Court yesterday charged with attempting to break into house No. 88, Macdonald Road, Kowloon. He told his Worship he was cold, and was forcing an entrance to get somewhere to sleep. The magistrate has provided him with lodgings for the next three weeks, during which time he will be kept at hard labour.

A native who was caught in the sergeant's quarters at the West Point Police Station on Thursday, told Sergeant Lenaghan that he was looking for a lost orphan. The Sergeant charged him with being a rogue and a vagabond, and with trespass, and at the Police Court yesterday Mr. H. H. J. Gomperts sentenced him to six weeks' imprisonment.

The part played by fias in the spread of the plague is dealt with in an able manner by J. W. W. S. in "Nature." A Latin writer, Averneus, is quoted to show that about the year 1000 it was known that there was some definite connection between rats and plague. In more recent years it has been a matter of common observation in India that in times of plague a large number of dead rats are found. And these are found to contain the plague bacilli in abundance. In 1893 Simond expressed the view that in the majority of cases the plague was conveyed from the rat to man through the agency of the flea. Experiments which he tried with fleas from rats dead of the plague showed how this is possible. Other experiments have obtained similar results, while others have been rather led to doubt Simond's generalisation.

By kind permission of Lieut.-Col. W. Scott and officers, the band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner, at the Hongkong Hotel, this (Saturday) evening:—

Polonaise..... "Musica"..... Faust

Reminiscence of Verdi..... "Le Carnaval"..... Ziehrer

Song..... "The Better Land"..... Coven-

Overture..... "Le Caïd"..... Tho' as

Mazurka..... "Elisabeth"..... Faust

Two Step..... "A Georgia Camp Meeting"..... Mills

Regimental Marches..... God bless the Prince of Wales.

God save the King.

DINNER MENU.—Hors-D'Œuvres—Eggs en Aspic, Soup—Milk Turtle, Fish—Smoked Fish and Tomato Sauces, Entrées—Fillet of Beef à la Béarnaise, Stewed Lamb Chops and Green Peas, Sweetbread Patties, Curry—Bunyah, Joints, &c.—Roast Sirloin of Beef and Horseradish, Roast Wild Turkey and Cranberry Sauce, Boiled Bacon and Spinach, Cold Roast Wild Duck and Plain Salad, Sweet—Almond Pudding, Tipay Cake, Nesselrode Ice Cream and Finger Cakes, Cheese Biscuits—Dessert—Coffee—Fruits.

LOCAL SPORT.

CRICKET.

HONGKONG C. C. "A" v. K. W. LOON. The following will represent the Hongkong Cricket Club "A" on the Club's ground this afternoon at 2.15 p.m. sharp:—Messrs. W. F. Brewer, J. H. Chalmers, A. M. David, E. A. Fowler, T. C. Gray, P. Jackson, S. S. Logan, A. Mackenzie, S. Moore, W. F. F. Swan and J. W. Taylor.

C.S.C.C. v. POLICE.

The following will represent the Civil Service Cricket Club against the Police on the C. S. ground to-day, at 2.15 p.m. sharp:—Messrs. H. T. Jackson (Capt.), H. R. Phillips, P. E. Adams, L. Brett, A. Tucker, E. W. Dawson, R. G. Hutchinson, F. A. Biden, R. Witchell, P. T. Lamble and A. Pile. Reserve J. McKay, Umpire, W. H. Woolley.

CAGENGOON v. MIDDLESEX REGT.

This match will take place on the ground of the former Club this afternoon at 2.15 p.m. The following will represent the C. C. Club:—

Messrs. L. E. Lammett (Capt.), R. Bass, A. O. Brown, J. D. Kinnaid, L. A. Rose, E. Irving, H. Pastonji, Dr. F. H. Kew, G. Evans, H. Rapp and another.

FOOTBALL.

H.K.F.C. v. MIDDLESEX REGIMENT. The following have been chosen to play for the Hongkong Football Club versus Middlesex Regiment at Happy Valley, to-day:—Messrs. S. J. Chichester, E. F. Ancott and E. Humphreys; J. Hall, T. Wealland, A. Gregory; W. H. Williams, R. R. Turner, O. Hager, C. Humphreys and H. W. Sayer. Kick off 4.30 p.m.

CORINTHIAN YACHT CLUB.

To-morrow (Sunday), the one-design Class of the above Club will race for the Commodore's Cup. Course: Trocadero Rock (port), North Fairway Buoy (port). On same date the Handicap Class and Motor Boat section will race for Cups presented by Mr. I. W. Graham. Course for Handicap Class: Trocadero Rock (port), North Fairway Buoy (port), Kowloon Rock (starboard). Course for Motor Boats: Lyman Beacon (starboard).

PYGILISM.

Another boxing tournament has been arranged to take place in the City Hall on January 13th. The principal event will be a fifteen-round bout between "Taft" Williams of the "King Alfred" and "Polly" Perkins of the Middlesex Regiment. Coyne of the Naval Yard is to meet Badman Shooter of the "King Alfred," and there will be two eight-round matches between Marriott of the Naval Yard and Thomas of the "King Alfred," and "Taft" Childs of the "King Alfred" and Newmann of the Middlesex Regiment.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

CRICKET.

LONDON, January 3rd.

England's total at the close of the first innings was 382, of which Hutchings scored 126.

Australia went in, and at the close of the day's play had made 96, no wicket down.

COLD IN EUROPE.

LONDON, January 3rd. Europe is experiencing unusually intense cold.

MORE MONEY FOR CHURCH.

LONDON, January 3rd.

Lady Brampton [widow of Sir Henry Hawkins] has given a quarter of a million sterling to Roman Catholic charities.

VANCOUVER RIOTS.

LONDON, January 3rd. There has been more fighting between the Japanese and the white agitators in Vancouver.

REUTER'S SERVICE.

THE UNITED STATES IN THE PACIFIC.

LONDON, January 1st.

The correspondent of the Morning Post in Washington wires that heavy shipment of ammunition, torpedoes and mines are being despatched to the Philippines, and by the time the fleet arrives there will be a five years supply there.

THE HARDEN CASE.

LONDON, January 1st.

The Harden case is drawing to a close; the prosecution contends that Herr Harden has not produced a shred of evidence against General Moltke and Prince Eulenburg, and demands a sentence of four months imprisonment and payment of costs for both trials.

THE SIBERIA MAIL ROUTE.

LONDON, January 1st.

The British Post Office has been investigating the delays to letters in Peking via Siberia, and there is every prospect of a satisfactory arrangement shortly.

THE UNITED STATES AND THE PHILIPPINES.

LONDON, January 1st.

Mr. Taft speaking in Boston said that he did not believe the Philippines would be fit for self-government for one or two generations. English was taught in the schools because it was the business language of the Orient. He advocated the removal of the American tariff in Philippines, from Sugar and Tobacco.

JAPAN AND CANADA.

LONDON, January 1st.

Reuter's Agency learns that the utmost good feeling was displayed

ST. JOSEPH'S COLLEGE PRIZE DISTRIBUTION.

The annual distribution of prizes at St. Joseph's College took place yesterday afternoon, H.E. the Governor and Lady Lurgard presiding. There was a large attendance, at the hour of starting, when the playing of a stanza of the National Anthem announced the arrival of His Excellency and Lady Lurgard, who were accompanied by Mr. A. J. Brackenbury and Captain Fleming, A.D.C. Among others present were the Rt. Rev. Bishop Pozzani, Mr. J. J. Eisir, vice-consul for Portugal, Dr. and Mrs. Bateson-Wright, Mr. Jorge, the Rev. Father Augustin and many Catholic clergy and Convent Sisters. After an opening oration by Mr. O. Baptista, the director of music, Master Peter Provest read the following address to their Excellencies Sir Frederick and Lady Lurgard—

Hongkong, 3rd January, 1908.

To their Excellencies Sir Frederick and Lady Lurgard.

Your Excellencies,

In presenting you this address of welcome, we beg to tender you our sincerest thanks, for the honour you have conferred on us to-day by condescending to preside at this ceremony, and to distribute the prizes to the deserving students.

When we see the highest authority in the land taking an active interest in the great cause of education, we cannot help being impressed, with the importance of the work in which we are engaged. In his numerous discourses on education, your worthy predecessor, Sir Matthew Nathan, emphasized the great necessity there is now-a-days for men of character and tradition. It shall therefore be our constant ambition to emulate the example of those great men, who, in their youth, laboured zealously to acquire knowledge, and in after life, shone around them the lustre of their learning and noble deeds. By thus acting, we shall prove ourselves worthy subjects of the great and noble Empire, which Your Excellencies have done so much to advance, and which can be maintained only by the self-sacrificing exertions of men of duty and ability.

We can assure you that your presence here to-day will stimulate both teachers and pupils to renewed efforts for the coming year, and will at the same time prove a fruitful source of encouragement in the difficulties that must inevitably be encountered.

At the close of the year 1908 we hope to have the pleasure of presenting you a very favourable report of the work we shall have accomplished, and thus deserve your approbation, which will go far to reward us for our efforts.

May health and happiness ever attend on your Excellencies, and may our beloved island-home long enjoy the blessings of peace and prosperity during your administration: such is the earnest prayer of

THE PUPILS OF ST. JOSEPH'S COLLEGE.
Then the pupils of the College presented an amusing cantata called "Ye Mariners of England," in which the characters were "Jack Lubber" Master Max Sternberg, "Tom Bowling" Master Patrick Murray, "Sam Smick" Master Fernando Tavares, "Dick Roper" Master Rudolpho Baptista, "Ned Decker" Master José Rodrigues and "Peter Petrel" Master José Tavares.

The Rev. Brother SYLVESTER read the annual report of the College, which was published in yesterday's issue of the *Daily Press*, and concluded by cordially thanking their Excellencies for the honour they had conferred on the College by attending to present the prizes. They were also thankful to His Lordship the Bishop for taking part in the ceremony.

PENINSULAR AND ORIENTAL STEAM NAVIGATION.

The report for the year ended September 30 states that the net surplus for the year, including £11,532 brought forward, amounts to £226,929, which, after deducting the interim dividends on the Preferred and Deferred Stocks, admits of a further payment of 2½ per cent. on the Deferred Stocks, and 6½ per cent. on the Deferred Stocks, with a bonus on the latter of 3 per cent. After these dividends have been paid £181,129 will remain to be carried forward. The tonnage of the fleet stands at 416,891 tons. The annual contract will run for seven years from the 1st of February next, the annual subsidy being £305,000, or £30,000 less than at present. At the same time the services to be performed will be of a more arduous character. The agreement with the Admiralty by which, in consideration of an annual subvention amounting to £13,000 certain ships were to be held at the disposal of the Government at a very moderate rate of charter, in the event of war, has now ceased. Freight and miscellaneous revenue has increased by £34,000, and passenger traffic by £63,000, during the year. The increased expenditure is due to the enhanced cost of coal and other charges incident to navigation of vessels of larger tonnage.

We subjoin extracts:—
In the half-yearly report it was stated that the general trend of Eastern freights was unfavourable to shipping with the exception of the Australian trade, which was favoured by a prosperous season, although the rates on the most valuable produce—i.e., on refrigerated cargo—were abnormally low.

Traces of improvement in the India and China trades have occasionally manifested themselves, but, on the whole, during the period to which this report refers, the tendency has been towards lower freights. At the present moment the dearness of coal is operating slightly to the rise, but the quantity of cargo forthcoming is not abundant. In these circumstances, it is satisfactory to note that the freight and miscellaneous revenue of the company has been maintained, and exceeds that of last year by nearly £4,000. This improvement is, however, due mainly to causal business, such as charters, extra voyages, &c., rather than to the ordinary traffic of the company's regular lines. Such additional work necessarily entails additional expenditure.

The passenger revenue shows continued expansion, the receipts being approximately £63,000 above those of the preceding year. The expenditure is higher, owing to increased coal consumption and other charges incident to navigation of vessels of larger tonnage. The increase is upwards of £80,000. But the net result of the year's operations will doubtless be considered satisfactory, as, after setting aside nearly £240,000 for the purpose of depreciation, the directors are able to recommend the same dividend and bonus as in the preceding year.

CHINA'S MERCANTILE MARINE.

A TRAINING SCHEME.
A Contributor to the N.C. Daily News submits a scheme for supplying the merchant vessels of China with properly trained and certified Chinese officers, and the Imperial Chinese Navy with Reserve officers as practised under the British flag, only to meet the requirements of the Chinese Naval Authorities.

Following are extracts:—The authorities either to obtain from the Imperial Chinese Navy one of the Foochow-built gunboats or to charter or purchase an obsolete steamer of about 1,500 tons register, and about 19 feet draught when fully laden, suitable for carrying troops, labourers or Government stores, including guns up to say ten tons in weight. Small coal consumption of more importance than speed.

The scheme to procure the patronage of their Excellencies, the two Viceroys, who would instruct the Peiyang and Nanyang Authorities regarding sailing. The vessel to be under the immediate control of the latter officials.

The vessel to be fitted up for the accommodation of about thirty apprentices and midshipmen. The steamer's saloon to be converted into a well-appointed class-room with a complete equipment of nautical instruments, including a devicope, charts and books for navigation and instruction in same. The masts and derricks to be capable of lifting weights up to ten tons. The forecastle to be fitted with fore, double-topail, and topgallant yards. Running jibboom. A full complement of boats, rafts, etc., an 8-ft. working model of a full-rigged sailing ship, also fire-extinguishing and signalling gear, in all, the vessel to be so fitted that a thorough theoretical and practical training in the safe and expeditious handling of a vessel under all conditions is possible.

The scheme to be conducted on sound business lines; the vessel to be credited for all services rendered that a profitable return may be shown on the capital invested and the cost of maintenance.

When the apprentices are sufficiently trained the vessel, if suitable, to be engaged on foreign service in preference to the China coast service, bringing out from the United Kingdom, Europe and the United States material for the Government railways, mines, minis, arsenals, etc., freight that is now carried by foreign steamers. This would give the apprentices a wider and more valuable education, would not affect the earnings of the China Merchants Steam Navigation Co., would prove a financial success, and, what is more important, would pave the way for a pure Chinese foreign trade which in time should attain a magnitude worthy of China's proper rank as a maritime nation. Attention may here be called to the prosperity enjoyed by the Japanese mercantile fleet in foreign waters.

The youths, whether apprentices or midshipmen, to be the sons of Chinese gentlemen, not under fifteen or over twenty years of age, and taken from English, English-speaking schools, such as the San-yang, St. John's and Anglo-Chinese colleges. To be of sound physique and able to pass the eye and ear tests necessary for the profession. If advisable, to have two ratings, midshipmen and apprentices, the curriculum for both to be identically the same, as the chief aim of the scheme is the turning out of thoroughly trained young officers. The distinction can only be that the midshipmen pay a premium for which they would receive additional personal comforts as regards accommodation and attention.

Apprentices or midshipmen who distinguish themselves by their zeal, ability and conduct to be, during their course, promoted according to their merits, and made petty or junior officers (acting). These to receive additional grants as the authorities may decide, gentlemanly conduct and treatment to be imperative, likewise strict discipline.

The writer is informed that not many students of the college mentioned would offer themselves for training, as they are looking forward to fitting themselves for positions in the Government service, also that a Chinese Naval fleet of high rank finds great difficulty in securing young men to enter the Naval Academies, and that those who have been trained for the Navy try to get out as soon as they can. These difficulties, if existing, could easily be removed by the Government issuing, and carrying out, a proclamation guaranteeing the success of the scheme and the immediate promotion, with liberal salaries, to those who have successfully qualified in their profession. If such failed to draw the students from the said college there should be no lack of suitable candidates from other English-speaking schools of lesser scholastic rank.

The personnel of the vessel to be as follows:—

A British master-mariner in command, masters of vessels of all nationalities invariably use English when in ports foreign to their flag. He to navigate the ship, maintain discipline, personally supervise and instruct in navigation, seamanship, and the general upkeep, conduct preliminary or unofficial examinations, and devote himself entirely to the successful training, health and safety of those entrusted to his care. His position to receive without stint the full support of the authorities.

Two experienced Chinese shipmasters or pilots to act as first and second officers until such time as they can be replaced by apprentices who show capability, and who have passed examinations in seamanship and navigation. Such men can be obtained from steamers trading to the non-treaty ports. The Chinese shipmaster is preferable to the quartermaster of foreign countries, however, as they enjoy the experience begotten of responsibility. They would be expected to impart their local knowledge to the apprentices whilst on duty. A Chinese surgeon trained in the Western school of medicine and surgery, and fully qualified. Besides his professional duties he will give lessons in "First aid to the injured" and will be responsible for all sanitary measures.

The engine-room staff to be entirely Chinese under the control of a fully qualified engineer lent by the Naval authorities. He should know no water, but control the engine-room and act as instructor, preparing those under him, assisted by the cookmaster, for preliminary and official examinations in the several grades of engineers. Failing this, the engine-room to be in charge of expert and Chinese engineers.

Special facilities should be given to young men of education who have served or may serve an apprenticeship in any reputable Chinese or foreign engineering establishment, and who can show certificates of ability and conduct to serve in the engine-room, on pay, as junior engineers.

The writer is of opinion there will be some difficulty in securing educated men for the engine room who have served the required apprenticeship, say of three or four years, and would, therefore, suggest that those in charge of the large Government engineering works be instructed to encourage and prepare suitable young men for the profession. Once the Chinese rank of marine engineer is established, and appointments under the Chinese flag made, there will be no lack of desirable candidates.

Candidates in both departments should be required to pass in Chinese and English, similar examinations to those held at Hongkong. Modified examination papers to be drawn up by the authorities suitable for Chinese requirements.

The writer is confident that in two years of actual sea service at least half of the candidates would be capable of passing the examination for second mate, and competent to enter the China Merchants' Co. as third officers, they being fully qualified to perform the duties appertaining to that rank, where only two watches are kept. A small allowance or subsidy might be granted the Company for carrying this extra rank, second mate's being at present the lowest grade recognized. After one year's service these officers should again present themselves, with certificates for conduct and ability, for examination, and, if satisfactory, should be appointed as second mates as the vacancies occur. In five years the authorities should have men fully trained and experienced, and capable of commanding any vessel under the Chinese flag. By that time the China Merchants' Co. should have vessels for the foreign trade and would require their present employees to command same.

Under the British flag it is necessary for an apprentice to serve four years in a sea-going vessel before considered sufficiently experienced to be allowed to pass an examination for second mate, but it must not be forgotten that the said apprentices has to pick up his knowledge of seamanship and navigation unaided, that a large percentage of his time is taken up in unprofitable occupation to himself and his profession, and that it is very seldom a certificated officer will act the part of instructor.

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When the number of mercantile marine officers and engineers is of sufficient importance the vessel's schoolmaster should be assisted by the authorities in establishing a navigation and engineering school in Shanghai, for the aid of those who have passed through the training ship course and require coaching for the higher grades, he to be relieved on board by a junior.

Under the British flag it is necessary for an apprentice to serve four years in a sea-going vessel before considered sufficiently experienced to be allowed to pass an examination for second mate, but it must not be forgotten that the said apprentices has to pick up his knowledge of seamanship and navigation unaided, that a large percentage of his time is taken up in unprofitable occupation to himself and his profession, and that it is very seldom a certificated officer will act the part of instructor.

The expenses in connexion with the Examining Board to be defrayed by the fees collected on certificates and licences issued, and to avoid a deficit it might be advisable to adopt the American system of compelling all branches of the mercantile marine profession to take out annual licences of service—and competency, the fees to be in proportion to the rank passed.

Perf. submitted to the attention of the Chinese Authorities.

UNDERMANNING OF SHIPS.

DEPUTATION TO MR. LLOYD-GEORGE.

The President of the Board of Trade (Mr. Lloyd-George) received a deputation representing the organisations of the various classes of sea-farers on the subject of the undermanning of British ships. An intimation had been made that owing to serious illness in his family Mr. Lloyd-George would be represented by Mr. Kearley, Parliamentary Secretary (who was present at yesterday's interview), but the President of the board made a special visit to the offices of the Board, in order that he might personally hear the representations of the deputation, on which the Associated Shipwrights' Society, the National Sailors' and Firemen's Union, and the Cooks' and Stewards' Association were represented.

Mr. J. H. Wilson, M.P., in introducing the deputation, recognising that it would be very difficult for the Government to deal with the matter next session, thought that the question might be referred to the Advisory Committee, established under the Act of 1904, to draft a scale classifying the ships engaged in particular trades, for the guidance of the officers of the Board of Trade, who would see that vessels which were not manned up to the minimum of the scale would be detained.

Mr. Wilkie, M.P., Mr. A. Quinan, Mr. H. Wilkin, Mr. R. Marshall having spoken.

Mr. Lloyd-George, who was greeted with cheers by the deputation, said this question of undermanning has been discussed and rediscussed. The Board of Trade rather felt that they must not rush the shipowners all at once with every kind of reform. He did not think anyone could doubt that within the last two years more had been done for the benefit of seamen—using the word in its most comprehensive form—than had been done probably during the previous twenty or thirty years. They had got compensation for injuries and death, a food scale, certified cooks, their accommodation had been increased. In all that they carried the better-class of shipowner with them. At the Colonial Conference they were all agreed that undraining should be regarded as unseaworthiness and manning was not merely a question of numbers, but of efficiency, competency, and qualification. The deputation wanted this matter to be threshed out by the Advisory Committee, Mr. Lloyd-George, emphasising the difficulty as to legislation, pointed out that the very able committee of 1904 which considered this question failed to arrive at anything like unanimity, various members, even the chairman himself, adding affidavids. Hesitancy rather made Parliament timid—because Parliament was a very timid body after all—and the result was that they did not get these things attended to. However, he was perfectly prepared, on behalf of the Board of Trade, that the Advisory Committee should consider the recommendations of the committee and of the Colonial Shipping Conference, and any specific instances of undermanning which could be brought before them. They had considered manning up to the present a question of the safety of life, and when they came to the steward's and cooks they rather got into the general question of hours of labour, and he was not sure that the Advisory Committee would put them in quite the same category as the other classes. At the same time, they could bring the matter to the notice of the committee. The question which had been raised by the committee was a most important question; there could not be a more important question. He knew the shipowners said there was great difficulty in finding an adequate supply of skilled men. They did not get this, and there was no use considering it. These were things they would have to look to, and they could not do so unless they faced all the facts. They wanted to raise the whole standard of our mercantile marine, and he was not sure that the Advisory Committee would not get this. He knew the shipowners said there was great difficulty in finding an adequate supply of skilled men. They did not get this, and there was no use considering it. These were things they would have to look to, and they could not do so unless they faced all the facts. They wanted to raise the whole standard of our mercantile marine, and he was not sure that the Advisory Committee would not get this.

The chief merit we claim is that we have not brought any children into the world to bear the burden we have had to bear.

I love her dearly; even more so than when we were married. She is the most lovely person in the world, as well as of rare intellect.

Unfortunately she has never been able to recover from the effects of her art education. She might have made a deep mark had she been properly treated.

As she now wants to go, I do not care to stay. Do not put any Scriptural text on our tomb. We will rest together as one.

In reply to the coroner, Mr. Charles Good said there was no ground for the insinuation that his son's wife had not been properly treated when a girl. "She had every educational advantage," he stated. "She was a successful painter, but she did not get for her work the prices she expected."

The coroner next read a note which was found on Mr. Alexander Good's body, which ran:—

Good-bye, my darling wife. The sweetest woman in the world.

On Mr. Good, he stated, there was the following written on a postcard:—

Good-bye, my dear sweetheart. Words will not express how inexplicably good you have been to me, darling. You have been husband, mother, father in one, generous darling. —Mabel F. Good.

A policeman said the bodies were bound together face to face, and the cord was knotted in such a way that the man must have tied it. Only 4d. was found in the pockets.

"This is one of those cases about which the less said the better," declared the coroner in summing up. "I do not think the letters show that the wife of either Mr. Good or his wife were affected."

"It must have been a very deliberate act. If either of them had survived, the survivor would have been indicted for murder, as they had agreed to die together."

A verdict of "Suicide" was returned.

LATEST STEAMER MOVEMENTS.

The Asper str. Arvalon Appear from Yokohama and Kobe, left Moji on the morning of the 3rd inst., and may be expected here on or about the 7th inst. a.m.

The Ban Line str. Berlebeck from Antwerp and London, left Singapore on the 2nd inst.

The C.P.R. str. Montague arrived Kobe at 8 a.m. on Thursday, the 2nd inst., and left again at 5.30 a.m. Friday via Nagasaki for Shanghai where she is due to arrive at 8 a.m. on Monday, the 6th inst.

The I.G.M. str. Prinzess Alice which left here on the 4th ult. arrived at Genua on Tuesday, the 5th ult. at 2 p.m.

TRY IT

C L U B

THAT'S ALL

PRONOUNCED THE BEST SCOTCH WHISKY AT THE PRICE ON THE MARKET.

PER DOZEN \$14.00

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL

SUICIDE'S LAST LETTER.

EXTRAORDINARY CASE.

A tragic story of two artists' struggle for fame and their failure to achieve success was told at the inquest held at Kingston last month on Mr. Alexander Good and his wife Mabel, who were found roped together in the Thames at Teddington.

Mr. Good's father, Mr. Charles Good, of Tolnes, Devonshire, said his son was forty-two years of age, while his son's wife was ten years younger. They had been married ten years.

"My son," he stated, "held several good positions, but threw them up at a moment's notice. He began life in my insurance office, and was a very clever book-keeper."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are no longer for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lord Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 6th January, 1908.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. T. CARTER, Lt.-Col. A.P.D., H.M. Treasury Chest Officer.

Hongkong, 4th January, 1908. 142

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply to— "A. E. HARA," 34, Lyndhurst Terrace, Hongkong, 4th January, 1908. 143

TO LET.

LARGE ROOM on first floor of No. 16, DES VŒUX ROAD.

Apply to— FERD. BORNEMANN, No. 16, Des Vœux Road Central, Hongkong, 4th January, 1908. 144

TO LET.

2 GOOD ROOMS suitable for Office, at No. 18, QUEEN'S ROAD CENTRAL, next to Hong Kong Hotel.

Apply to— KELLY & WALSH, LTD., Hongkong, 4th January, 1908. 145

TO LET.

N. O. 2, CHANCERY LANE. Furnish or unfurnished 6 ROOMS. Electric Light.

"STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to— PERCY SMITH & SETH, Accountants & Auditors, 5, Queen's Road Central, Hongkong, 4th January, 1908. 146

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT of the CONCERNED,

ON TUESDAY, the 6th January, 1908, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street,

SUNDAY HOUSEHOLD FURNITURE, comprising—

DOUBLE and SINGLE IRON BEDSTEADS and MATRASSES, TEAKWOOD WARDROBES with Bevelled Glass, OVERMANTELS with Bevelled Glass, SIDEBOARD and DINNER WAGGONS with Bevelled Glass, MARBLE-TOP WASH-STANDS, DOUBLE TEAKWOOD WARDROBES with Bevelled Glass, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and UTENSILS, &c., &c., &c.;

Also;

One COTTAGE PIANO by Player. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 4th January, 1908. 147

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN." Captain J. S. Ross, will be despatched for the above Ports on TUE DAY, the 7th inst., at 10 A.M.

For Freight or Passage apply to DOUGLAS LA PRAIA & CO., General Managers, Hongkong, 4th January, 1908. 148

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 1907. In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton O. O₂ belt driven Compressor, Compound Engine, Boiler and Wilcox boiler, W. I. Chimney, C. O₂ Condenser, Distilling Apparatus, Freezing Tank, Piping, Spars, &c., &c. Apply:

BANGKOK MANUFACTURING CO., LTD., Bangkok, (Sam), Bangkok, 7th December, 1907. 132

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animal Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

AND All other Philatelic Goods

CALL AT— GRACA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 119

NOTICES OF FIRMS.

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCK HAVER has been authorized to sign the name of our Firm for procreation from this date.

SIEMSEN & CO., Hongkong, 31st December, 1907. 121

NOTICE.

We have This Day OPENED a BRANCH of our Firm at CANTON and authorised Mr. RUDOLF LENZ to sign for procreation.

SANDER, WIELER & CO., Hongkong, 1st January, 1908. 138

NOTICE.

THE authority given to Mr. O. L. ELLIS to sign our Firm is hereby withdrawn.

S. J. DAVID & CO., Hongkong, 1st January, 1908. 122

NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUFF ceased by mutual consent on the 31st December, 1907. Messrs. GUSTAV FLIESLAND and ADOLF WIDMANN have been admitted PARTNERS from this date.

MELCHERS & CO., Hongkong & China, Hongkong, 1st January, 1908. 124

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS, Secretary, Hongkong, 1st January, 1908. 125

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS, Secretary, Hongkong, 1st January, 1908. 126

NOTICE.

KAIFANG SETH, Official Administrator.

BEKANNTMACHUNG.

DIE amtlischen Veröffentlichungen des Kaiserlich Deutschen Konsulates in Canton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press" erfolgen.

KAIFANG SETH, Official Administrator.

BEKANNTMACHUNG.

Die amtlichen Veröffentlichungen des Konsulates Pakhoi-Hochoi werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.

Der KAIFANG SETH, Official Administrator.

BEKANNTMACHUNG.

Die amtlichen Veröffentlichungen des Konsulates Pakhoi-Hochoi werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.

Der KAIFANG SETH, Official Administrator.

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Der KAIFANG SETH, Official Administrator.

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BEKANNTMACHUNG.

SHIPPING.**ARRIVALS.**

DAIYA MARU Japanese str., 1,735, M. Akawa, 2nd January—Wakamatsu 28th December, Coal—Mina Bishi Goshi Kishisha.
FEICHING Chinese str., 380 T. C. Gillespie, 3rd January—Shanghai 31st December, General—Chinese.
JACOB DIEDERICHSEN, German str., 623, Hansen, 2nd January—Hoito 1st Jan., General—Jebson & Co.
KEEMUN British str., 9,467 R. J. Conradi, 3rd January—Tacoma U.S.A. 2nd December, Flour, Lumber, &c.—Butterfield & Swire.
KENT British carrier, 9,000, de Horsey, 3rd January—from Singapore.
KUOKHUNG British str., 3rd January—Canton.
KWANGTAI Chinese str., 3rd January—Canton.
KWEILIN British str., 1,070, Hards, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.
MINNEOTA American str., 13,223 Charles F. Martin, 3rd January—Seattle via Shanghai 31st Dec., General—Nippon Yusen Kaisha.
PONGTONG German str., 897, W. Botföhr, 3rd January—Bangkok 21st Dec., Rice and Timber—Butterfield & Swire.
RAJABURI German str., 1,150 Peteresen, 3rd January—Bangkok 24th Dec., Rice and General—Butterfield & Swire.
TAMING British str., 1,350 A. Somerville, 3rd January—Manila 31st Dec., General—Butterfield & Swire.
VORWARTS German str., B. Olsen, 2nd Jan.—Pakhoi 30th Dec. and Hoito 1st Jan., General—Jebson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
3rd January.

Anigo, German str., for Hoito.
Feiching, Chinese str., for Canton.
Huichow, British str., for Haiphong.
Mandu, German str., for Manila.
Rubi, British str., for Manila.
Swatow, British str., for Durban.
Takasaki Maru, Jap. str., for Singapore.
Vorwarts, German str., for Pakhoi.

DEPARTURES

3rd January.
CHANGHOU British str., for Canton.
HAIMUN, British str., for Swatow.
HINKONG Chinese str., for Shanghai.
HUE French str., for Kwang Chow Wan.
ICHANG British str., for Canton.
KAOSHIMA Maru, Jap. str., for Shanghai.
KAIFONG British str., for Cobu.
KOWLOON German str., for Haiphong.
KUTBANG British str., for Singapore.
LOONGSANO British str., for Manila.
NYANZA British str., for Singapore.
ORLAND Norwegian str., for Canton.
TIENTEEN German str., for Shanghai.

SHIPPING REPORTS.
The British str. Taming reports: Light to strong N.E. monsoon and heavy sea, dull cloudy weather.**VESSELS IN DOCK.**

January 3rd.
ARMED DOCKS—Lightning.
KOWLOON DOCKS—Neil Mcleod, Woolwich.
HIMANG, Kueichow, Likin, Paklat, Hengshan.
COSMOPOLITAN DOCKS—Chunseang.

VESSELS ON THE BERTH
FOR SHANGHAI YOKOHAMA, KOBE AND MOJI.**THE Steamship**

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.

This steamer has superior accommodation for passengers, is installed throughout with Electric light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASOON & Co., Ltd., Agents.

Hongkong, 1st January, 1908. 133

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA," Captain Sellier, will be despatched for the above Ports on or about MONDAY, the 6th inst.

For Freight or Passage, apply to J. MILLET, Agent.

Hongkong, 1st January, 1908. 2

COMPAGNIE DES MESSAGERIES MARITIMES**FRENCH MAIL STEAMERS.**

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC," Captain Guionnet, will be despatched for the above Ports on TUESDAY, the 7th January, at 1 P.M.

The Steamer connects at Colombo with one of the Co's Australian ss. "Ville de la Ciotat," bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows—

S.S. "SALAZIE" ... 21st Jan. '08

S.S. "YARRA" ... 4th Feb. '08

S.S. "OCEANIEN" ... 18th Feb. '08

J. MILLET, Agent.

Hongkong, 27th December, 1907. 2

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"JESERIC," Capt. Thompson, will leave for above Ports on about SATURDAY, the 25th inst.

For Freight apply to ARNHOLD KARBERG & Co., Agents.

Hongkong, 23rd December, 1907. 108

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "b" midway between Hongkong and Ko Ikon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's, Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | FLAG & RIG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DISPATCHED |
|--|-------------------|-------------|------------|-----------------------|-------------------------------|-------------------------|
| LONDON & ANTWERP VIA SUEZ CANAL | GLENAYON | Brit. str. | — | Wolfenden | MCGREGOR BROS. & GOW | On 9th inst. |
| LONDON &c. VIA USUAL PORTS OF CALL | DELTA | Brit. str. | — | J. D. Andrews, E.N.E. | P. & O. S. N. CO. | On 11th inst. at Noon. |
| MARSEILLES, &c. VIA PORTS OF CALL | ARMAND BEHIC | French str. | k. w. | Guionnet | MESAGRENIUS MARITIMES | On 7th inst. at 1 P.M. |
| MARSEILLES, LYMPHOUT, HAVRE & HAMBURG, &c. | HARBURG | Ger. str. | k. w. | Filler | HAMBURG-AMERICA LINIE | On 30th inst. |
| MARSEILLES, HAVRE & COPENHAGEN | SCANDIA | Ger. str. | k. w. | v. Dohren | HAMBURG-AMERICA LINIE | On 9th inst. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | SIAM | Swed. str. | k. w. | C. FEED, LARISZ | MELHOEES & CO. | Middle of January. |
| HAMBURG VIA SINGAPORE & MOULMEIN | DAPHNE | Ger. str. | k. w. | Wagner | HAMBURG-AMERICA LINIE | On 4th February. |
| HAVRE & HAMBURG VIA STRAITS, &c. | AGAMONIA | Ger. str. | k. w. | E. Schipper | SANDER, WILHELM & CO. | About 8th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | VANDALIA | Ger. str. | k. w. | Deinet | HAMBURG-AMERICA LINIE | On 10th inst. |
| ANTWERP ROTTERDAM & HAMBURG VIA STRAITS, &c. | DORTMUND | Ger. str. | k. w. | Vahsel | HAMBURG-AMERICA LINIE | On 19th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SAXONIA | Ger. str. | k. w. | Malchow | HAMBURG-AMERICA LINIE | On 16th inst. |
| NEW YORK & BOSTON VIA PORTS & SUEZ CANAL | INDRAJURA | Am. str. | k. w. | Habel | SHEWAN TOMES & CO. | On 15th inst. |
| BALTIMORE & NEW YORK | ERBOLL | Brit. str. | k. w. | — | STANDARD OIL CO. | On 20th inst. |
| VANCOUVER VIA SHANGHAI JAPAN | JERICIC | Am. str. | 2 m. | Thompson | ARNHOLD, KAERBEG & CO. | About 25th inst. |
| VANCOUVER VIA SHANGHAI JAPAN | EMPERESS OF INDIA | Am. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 16th inst. at 4 P.M. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | MONTAEGLIE | Am. str. | — | — | CANADIAN PACIFIC R. CO. | On 29th inst. at Noon. |
| CALLAO AND IQUIQUE VIA JAPAN PORTS, &c. | KUMERIC | Jap. str. | — | Cowley | — | On 28th inst. |
| AUSTRALIAN PORTS VIA MANILA | KASATO MARU | Ger. str. | 1 m. | D. Mori | TOYO KISEN KAISHA | Sometime in March. |
| AUSTRALIAN PORTS VIA MANILA | MAEIS | Brit. str. | — | G. C. Christiansen | CHINA COMMERCIAL S.S. CO. | To-day at 3 P.M. |
| MANILA | CHINGTU | Brit. str. | — | W. B. Brown | BUTTERFIELD & SWIRE | To-day at 4 P.M. |
| MANILA | CHIQUANG | Brit. str. | — | J. Missen | MELCHIES & CO. | On 9th inst. at 4 P.M. |
| MANILA | TJIBODAS | Dut. str. | — | W. B. Brown | BUTTERFIELD & SWIRE | Quick despatch. |
| NEWCHWANG | NEWCHWANG | Brit. str. | — | Zward | JAVA-CHINA-JAPAN LIEN | On 6th inst. at 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | YABA | Fr. str. | — | J. G. Olifent | DAVID SASSON & CO., LTD. | On 6th inst. at Noon. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CHOYEANG | Brit. str. | — | Sellier | MESAGERIES MARITIMES | About 6th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | ICHANG | Brit. str. | 1 m. | Sandback | JARDINS, MATHESON & CO., LTD. | To-day at 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | PALAWAN | Dan. str. | — | C. R. Longden, E.N.E. | BUTTERFIELD & SWIRE | On 7th inst. at 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | PETRONIA | Brit. str. | — | P. & O. S. N. CO. | MELCHIES & CO. | About 5th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | DEVANIA | Brit. str. | — | T. H. Bido, E.N.E. | HAMBURG-AMERICA LINIE | About 10th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | SIKIANG | Ger. str. | — | — | HAMBURG-AMERICA LINIE | On 10th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | SAXONIA | Brit. str. | — | L. D. Northcombe | BUTTERFIELD & SWIRE | On 11th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | SHAOHSING | Brit. str. | — | F. Northcombe | BUTTERFIELD & SWIRE | On 12th inst. at 4 P.M. |
| NINGPO & SHANGHAI | KOCHOW | Brit. str. | — | H. A. Well | BUTTERFIELD & SWIRE | On 17th inst. at 4 P.M. |
| TAMSUI VIA SWATOW & AMOY | KUIKIANG | Jap. str. | — | I. Sakurai | DAVID SASSON & CO., LTD. | To-morrow, at 10 A.M. |
| SWATOW, AMOY & FOOCHOW | DALIJIN MARU | Brit. str. | — | J. S. Bosch | DOUGLAS LAFLAINE & CO. | On 7th inst. at 10 A.M. |
| HAITAN | RUBI | Brit. str. | — | R. Almond | SHIWAN, TOMES & CO. | To-day. |
| MANILA | TAMING | Brit. str. | — | A. W. Outerbridge | BUTTERFIELD & SWIRE | On 7th inst. at 4 P.M. |
| MANILA | YURNANG | Brit. str. | — | T. Meyrick | JADEINE, MATHESON & CO., LTD. | On 10th inst. |
| MANILA | ZAPIBO | Brit. str. | — | R. Rodger | SHIWAN, TOMES & CO. | On 11th inst. |
| CEBU & ILOIO | TEAN | Brit. str. | — | A. Somerville | BUTTERFIELD & SWIRE | On 14th inst. at 4 P.M. |
| KUDAT & SANDAKAN | SUNGELING | Brit. str. | — | G. H. Pennefather | MELCHIES & CO. | On 15th inst. at 4 P.M. |
| BOMBAY VIA SINGAPORE & PENANG | BONZO | Ger. str. | — | F. Sembl | CARLOWITZ & CO. | Middle of January. |
| SINGAPORE, PENANG & CALCUTTA | CAPRI | Ital. str. | — | Dini | JARDINE, MATHESON & CO., LTD. | On 13th inst. at Noon. |
| SAMARANG & SOERABAIA | LAISANG | Brit. str. | — | E. J. Taad | JAVA-CHINA-JAPAN LIEN | On 7th inst. at 3 P.M. |
| | TIPIANAS | Dut. str. | — | Pand. r. | — | About 6th inst. |

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.**LUXURY—SPEED—PUNCTUALITY.**

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOURVE.

18 DAYS HONGKONG TO VANCOURVE.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOURVE

- EMPRESS OF INDIA 6,000 THURSDAY, 18th Jan. ... 3rd Feb.
- MONTEAGLE 6,163 WEDNESDAY, 29th Jan. ... 22nd Feb.
- EMPERESS OF JAPAN 6,000 THURSDAY, 13th Feb. ... 2nd March.
- EMPERESS OF CHINA 6,000 THURSDAY, 13th Mar. ... 30th March.
- EMPERESS OF INDIA 6,400 THURSDAY, 9th April ... 27th April.
- MONTEAGLE 6,163 WEDNESDAY, 22nd April ... 18th May.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|-----------------------------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOBE; PALAWAN and YOKOHAMA | Capt. C. R. Longdon, E.N.E. | About 6th Jan. | Freight and Passage. |
| SHANGHAI | Capt. T. H. Hig, E.N.E. | About 10th Jan. | Freight and Passage. |
| LONDON VIA USUAL PORTS DELHI | Capt. J. D. Andrew, E.N.E. | Noon, 11th Jan. | See Special advertisement. |
| For further Particulars, apply to | | | |

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908.

CHINA NAVIGATION CO., LIMITED.

| POB | STEAMERS | TO SAIL |
|--|------------------------------|----------------------|
| NINGPO and SHANGHAI | "KIUKIANG" | On 4th Jan., 4 P.M. |
| SHANGHAI | "NEWCHWANG" | On 6th Jan., 4 P.M. |
| MANILA | "TAMING" | On 7th Jan., 4 P.M. |
| SHANGHAI | "I-HANG" | On 7th Jan., 4 P.M. |
| YOKOHAMA and KOBE | "CHINGTU" | On 9th Jan., 4 P.M. |
| SHANGHAI | "SHAOHSING" | On 12th Jan., 4 P.M. |
| MANILA | "TEAN" | On 14th Jan., 4 P.M. |
| CEBU and ILOILO | "SUNGKIANG" | On 15th Jan., 4 P.M. |
| SHANGHAI | "YOCHOW" | On 17th Jan., 4 P.M. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBAIT, LAUNCE STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH | "CHINGTU" | On 1st Feb., 4 P.M. |
| The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. | | |
| Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. | | |
| Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports. | | |
| REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. | | |
| For Freight or Passage, apply to— | BUTTERFIELD & SWIRE, AGENTS. | 11 |
| Hongkong, 4th January, 1908. | | |

**NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.**

| POB | STEAMERS | TO SAIL |
|--|----------|--------------------------------------|
| MANILA, FRIEDR. WILHELMSEN, HAIFEN, SIMPSONHAIFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE | "MANILA" | Saturday, 4th Jan., at 10 A.M. |
| KUDAT and SANDAKAN | "BORNEO" | Capt. F. SEMBILLE Middle of January. |

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 3rd January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.



| POB | THE CO'S S.S. | LEAVING |
|---|------------------|------------|
| TAMSUI VIA SWATOW ("DAIJIN MARU") AND AMOY | SUNDAY, 5th Jan. | At 10 A.M. |
| These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. | | |
| Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. | | |
| For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings. | | |

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

13

**EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.**

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATES OF SAILING. |
|----------------------------------|------------|--------------------|
| SHANGHAI, YOKOHAMA and KOBE | "PETRONIA" | On 10th January. |
| MARSEILLES, HAVRE and COPENHAGEN | "SIAM" | Middle of January. |

For further Particulars, apply to Hongkong, 1st January, 1908.

MELCHERS & CO., AGENTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR STEAMERS TO SAIL.
• SHANGHAI "CHOWSANG" ... Saturday, 4th Jan., 4 P.M.
• SINGAPORE-PENANG & CALCUTTA "LAISANG" ... Tuesday, 7th Jan., 3 P.M.
• MANILA "YUENSANG" ... Friday, 10th Jan., 4 P.M.
REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore, 1st Class, Single \$ 65. Return \$100.
Penang " 85. " 130.
Calcutta " 165. " 250.
These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Choofoo, Tsinan, Newchwang and Yangtze Ports.
Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 1st January, 1908.

**Cunliffe, The Pioneer Experts
in Premium Bonds.**

Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES issued by PARIS European Gov'ts and Municipalities offering WRITE FOR descriptive prospectus of immense returns. PAMPHLETS

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected *de chancery*. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

SHIPPING IN PORT.

STREAMERS.

ALESIA, German str., 2,450. Ernst, 23rd Dec., Portland Or., and Moji 18th Dec., Flour & Portland & Asiatic Steamship Co.

AMIGO, German str., 822. T. N. Baltzer, 1st January—Haiphong and Hoihow 30th Dec., Rice—Jeselon & Co.

AMOY, German str., 668. H. Plambeck, 30th Dec.—Amoy 29th Dec., Ballast—Sandor, Wieler & Co.

BOURBON, French str., 97. Le Bill, 27th Dec.—Saigon 22nd Dec., General—Chinese.

CHANGHOU, British str., 1,203. H. E. Walker, 1st January—Chinkiang 28th December, General—Butterfield, & Swire.

CHARLTON, British str., 2,592. W. G. Thomas, 27th December—Barry 5th Nov., Coal—Naval Store Officer.

CHIHLI, British str., 1,176. J. Warrack, 2nd January—Haiping 29th Dec., and Hollow 31st, Rice and Stocks—Butterfield & Swire.

CHING WO, British str., 1,217. D. MacLean, 2nd January—Singapore 25th December—Butterfield & Swire.

CHIYOKA, Chinese str., 1,177. C. Stewart, 31st December—Shanghai 28th Dec., General—Chinese.

CHOWFA, German str., 1,055. T. Spiesen, 29th December—Bangkok 19th Dec., Rice—Butterfield & Swire.

CHOYSANG, British str., 1,424. A. E. Sandback, 1st January—Shanghai 28th Dec., General—Jardine, Matheson & Co.

CHUNSHAN, British str., 1,417. Maycock, 26th December—Karatsu 14th December, Coal—Jardine, Matheson & Co.

CLARA JESSER, German str., 1,103. J. Jesser, 29th December—Wakamatsu 23rd Dec., Coal—Jeselon & Co.

DAGNY, Norwegian str., 883. O. Abrahamsen, 22nd December—Haiphong 18th Dec., Rice—Asgard, Thoresen & Co.

DAPHNE, German str., 1,174. Schipper, 30th December—Salina Cruz 25th November—China Commercial S.S. Co.

DALIN MARU, Japanese str., 900. Suruga, 1st January—Swatow 31st December, General—Oaks Shoen Kaisha.

EMPEROR OF INDIA, British str., 3,032. E. Hosten, 16th Dec.—Vancouver 26th Nov., and Shanghai 13th Dec., Mails & General—C. P. R. Co.

FAUSANG, British str., 1,410. H. S. Maklin, 13th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.

GANGES, British str., 2,721. S. A. Page, 22nd December—Barry Dock 31st Oct., Coal—Admiralty.

GERMANIA, German str., 1,000. H. Flügel, 31st December—Sydney via Ports 24th Nov., Co-Operative Shipping & Trading Co.

GENESEE, British str., 2,274. Rafferty, 30th Nov.—Salina Cruz 6th Sept., General—China Commercial Co.

HINSANG, British str., 1,330. A. G. Smith, 7th December—Chefoo 1st December, General—Jardine, Matheson & Co.

HOLTHORN, German str., 981. Nieby, 29th Dec.—Tourane, General and Rice—Jeselon & Co.

HONGKONG MARU, Japanese str., 3,447. E. Bent, 31st Dec.—Manila 29th Dec., Mails and General—Toyo Kisen Kaisha.

HUCHOW, British str., 1,311. E. Forsyth, 31st December—Haiphong, Pakhoi and Hoitow 30th Dec., General—Butterfield & Swire.

ICHANG, British str., 1,223. L. Jones, 1st Jan.—Shanghai 29th December, General—Butterfield & Swire.

KAGA MARU, Japanese str., 6,301. G. S. Laprisk, 30th Dec.—Shanghai 27th Dec., General—Nippon Yaen Kaisha.

KIKUJIANG, British str., 1,228. H. A. Wavell, 29th December—Shanghai 26th Dec., General—Butterfield & Swire.

KJELD, Norwegian str., 910. Holbo, 26th Dec.—Foldeau 12th Dec., Coal—Asgard, Thoresen & Co.

KUINHOU, British str., 1,915. Hooker, 22nd December—Wuhu & Chinkiang 18th Dec., Rice—Butterfield & Swire.

KWANTUNG, Chinese str., 1,246. Wm. II. Lust, 28th December—Shanghai 25th December, General—Chinese.

LAISANG, British str., 3,900. E. J. Todd, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.

LAUDOWN, British str., 2,436. A. L. Paterson, 4th Dec.—Moji 26th November, Ballast—Doddwell & Co.

LIGHTNING, British str., 2,192. E. Fey, 21st December—Calcutta and Singapore 14th Dec., General—David Sassoon & Co.

LOCKHORN, German str., 1,657. W. Taubert, 3rd December—Bangkok 17th December, Rice—Butterfield & Swire.

LOC SON, German str., 1,020. G. Schultzen, 3rd December—Bangkok 18th December, Rice and Wood—Butterfield & Swire.

MANILA, German str., 1,181. J. Minssen, 14th December—Sydney 19th Nov., and Manila 11th Dec., General—Melchers & Co.

MARIE GRIMSES, str., 1,163. P. E. Christiansen, 24th Dec.—Salina Cruz and Mexico 16th Nov., Ballast—China Commercial S.S. Co.

NANGHAN, British str., 1,266. Allan Jones, 30th December—Saigon 24th Dec.,—Rice and General—Bradley & Co.

NEPTUNE, British str., 2,154. H. G. Roberts, 29th December—Kuchinotzu (Japan) 24th December, Coal—Order.

NEWCHWANG, British str., 584. E. L. Jones, 1st January—Amoy 30th Dec., Beans—Butterfield & Swire.

NICHIBER MARU, Japanese str., 1,420. R. Minakawa,

POST OFFICE NOTICES

The Yarra, with the French mail of the 6th December, left Saigon on Friday, the 3rd January, at noon, and may be expected here on or about Monday, the 6th instant. This packet brings replies to letters despatched from Hongkong on the 2nd November.

| FOR | FROM | DATE |
|--|---------------|---------------------------------|
| Salina Cruz | Marie | Postponed until further notice. |
| Manila, Simpsonhafen, Friedrich Wilhelms-hafen, Herbertshafen, Matapi, Samarai, Brisbane, Sydney, Melbourne, Adelaide, Perth and Fremantle | Manila | Saturday, 4th, 9:00 A.M. |
| Manila | Rubi | Saturday, 4th, 10:00 A.M. |
| SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO | Hongkong Maru | Saturday, 4th, 10:00 A.M. |

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

| | | |
|---|-------------------|--------------------------|
| Macao | Sui Tai | 11:3 A.M. |
| Shanghai | Kwangtung | 4th, 3:00 P.M. |
| Ningpo and Shanghai | Kuikiang | 4th, 3:00 P.M. |
| Shanghai | Choyang | 4th, 3:00 P.M. |
| Moji | Daiya Maru | 4th, 3:00 P.M. |
| Saigon | Tiyuanas | 4th, 3:00 P.M. |
| Swatow, Amoy and Tamsui | Jacob Diederichs- | 4th, 5:00 P.M. |
| Shanghai, Yokohama, Kobo and Moji | Daijin Maru | 5th, 9:00 A.M. |
| Shanghai | Japan | Monday, 6th, 1:00 A.M. |
| Swatow, Amoy and Foochow | Niuchuang | 6th, 3: P.M. |
| uj, Kobe, Yokohama, Portland and Oregon | Haitan | Tuesday, 7th, 9:00 A.M. |
| EUBOR &c., India via Tukoorin. | Alesia | Tuesday, 7th, 10:00 A.M. |

(Late Letters 11:30 A.M. to noon Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).

Singapore, Penang and Calcutta

Shanghai

Manila, Moji, Kobo, Yokohama, Victoria and Seattle

Singapore, Penang and Colombo

Yokohama and Kobe

Manila

Kobe and Yokohama

EUBOR &c., India via Tukoorin.

(Late Letters 11:30 A.M. to noon Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).

The Faroe mail will be closed on Friday, the 10th instant, at 3 p.m.

Shanghai

Singapore, Penang and Bombay

Manila

Cebu and Ililo

Shanghai, Nagasaki, Kobo, Yokohama & Castle

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER, (BC)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Shanghai, Nagasaki, Kobo, Yokohama, Victoria and Vancouver

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid, and Perth.

No Mails for CANTON, *Wuchow and Sambu will be closed on week-day at 7:30 a.m. and at 6 p.m. until further notice.

No Mail for Macao is despatched per as. Sui Au on week-days 7:30 a.m. on Sunday, the mail for Macao is closed at 8 a.m.

No Mails for NAMAO, and SUBAO, are closed every week-day at 6 p.m.

No Mails for KONGMOO, and KUMCHUK, are closed every week-day at 5 p.m. On Sundays the mails are closed at 6 p.m.

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POSITION OF THE COTTON INDUSTRY.

The position of the great Lancashire textile trade is one of considerable interest at the present time. Practically all branches of this industry have enjoyed great prosperity during nearly three years; an ample supply of the raw material has been coincident with a high level of prices for yarn and manufactured piece goods, and there has been a large expansion in the volume of the home and foreign trades. Manufacturers in both the spinning and weaving sections of the industry have reaped large profits, and dividends ranging from 10 to 4 per cent. have been paid by many of the mills. Some of these undertakings have adopted the policy of prudent finance characteristic of the better class of other limited liability companies, and have added large sums to reserves out of their earnings, with the result that, generally speaking, the Lancashire cotton companies were never in a sounder financial position than they occupy at the present time.

The reports of the great textile companies fully reflect the favourable conditions which have recently prevailed in the industry. The smaller companies have also done very well, and in a recently issued cotton trade circular Mr. William Tatton, of Manchester, gave a list of 37 cotton-spinning companies which had taken stock for the preceding six months, their profit figures working out at 40 per cent. per annum on the share capital and 30 per cent. on all capital employed. The total of the share capital was £1,451,741 and the loan capital £514,239.

SUPPLIES OF RAW MATERIAL.

The American cotton season of 1906-7 was in many respects an abnormal one. The crop realized 13,500,000 bales as compared with 11,320,000 bales for the previous season, and yet, notwithstanding this large crop, the average price of middling American in Liverpool for the whole season was 6.35d. as against 5.95d. for 1905-6, and 4.9d. for 1904-5, when the crop was 13,556,000 bales. The storms experienced in the Southern States of America during September, 1906, affected the quality of the crop very prejudicially, and the disorganization of the railway traffic in the cotton-growing States aggravated the difficulty, as the cotton which had been picked early and which was, generally speaking, of good grade was detained in many instances for months on its way to the spinners. The present cotton season opened with the market in a somewhat critical condition. On September 2 the price of American middling in Liverpool was 7.1d., as compared with 5.4d. at the beginning of September last year, and the visible supply of American cotton was 1,362,000 bales, as compared with 864,500 bales in September, 1906. The new crop, which met with a late spring, was unusually backward, and the unfavourable weather experienced during the past six weeks has rendered the outlook very uncertain. Messrs. Neill, who may be regarded as leading authorities, estimate the crop at 11,800,000 bales and the consumption at 12,600,000 bales. Upon this basis a deficiency of about 1,000,000 bales may be looked for, which would have to be met out of existing supplies. Fortunately for the spinners stocks are somewhat larger than usually, the total being estimated at about 1,600,000 bales, so that, even if Messrs. Neill's estimates are realized, manufacturers need not be unduly apprehensive as to their supplies of the raw material.

There was a remarkable fall in cotton values during September, which dated from the publication of the Union States Government reports, and by the end of that month the price declined to 6.60. A further fall took place during October, and at the close of that month the price was 6.03d. During the present month the price also declined substantially, the fall being due in a large measure to the collapse of credit in the United States. The lowest price reached was 5.75d. on November 18; since then there has been an upward movement in sympathy with the improved conditions in America, and the price is now 6.10d. The total fall since the beginning of September has been about 1d. per lb. in the price of middling American. The magnitude of this decline will be appreciated when it is borne in mind that upon the average consumption of American cotton in this country 1d. per lb. represents a total of about £10,000,000.

The Egyptian cotton season was also an abnormal one. The crop proved the largest on record, but the shortage of high-grade long-stapled American assisted the demand for Egyptian cotton, and very high prices were realized. The financial troubles at Alexandria affected the market considerably, and prices fell somewhat from the highest level reached. On September 7, 1906, full, good fair Egyptian was quoted 9/11/1d. per lb. The price rose steadily until March 15, 1907, when it reached the highest point touched—11d. A decline then set in, and at the beginning of September the price had fallen to 10/11/1d. Since then a further fall has taken place, partly in sympathy with the drop in American cotton, and the present quotation is 9.5d. In September the Egyptian crop for 1906-7 was estimated by the Alexandria General Produce Association at 6,949,383 cantans, against 5,943,183 for 1905-6. The same association estimated the acreage for the new crop at 1,239,315 feddans in Lower Egypt, and 313,936 in Upper Egypt, or a total increase of 96,000 feddans. There was, at that time, a fair prospect for a record crop, but later reports on the condition of the Nile render this somewhat dubious.

PRESENT OUTLOOK.

The year 1906 was one of the most satisfactory seasons experienced in the history of the trade, but it cannot be anticipated that the current year will prove such a generally profitable one. The Lancashire cotton industry does not appear to be very well balanced at the present time, and while spinners are enjoying prosperity and improving even upon the favourable earnings of 1906, the weavers are complaining that it is impossible to obtain orders at remunerative prices. The production of yarn shows a notable expansion, and notwithstanding the output of the new mills the increased supply has been fully absorbed by the additional looms at home and abroad. During the past seven years, 123 new mills containing 11,000 spindles have been erected involving a total outlay of about £14,000, and the number of spindles in course of erection to be put up during 1908 is about 2,300,000. The growth of our exports of cotton yarn continues to expand at a great rate, and the total for the ten months of the current year largely exceeds the figure for the corresponding period in 1906 and 1905. The figures for the first ten months of the past two years are for 1907, 159,711,109lb., valued at 212,728,798; and 1906, 173,777,401, valued at 22,793,551. Spinners are largely indebted to the continental demand for their present high profits. Germany, Holland, Russia, and Austria have all taken much larger quantities of yarn than they purchased in 1906.

As regards the weaving section of the industry, a very much less favourable position is shown. During the past four years there has been a somewhat reckless increase in the number of looms—about 90,000 looms have been brought into operation since 1903. The production of yarn has not kept pace with this rapid growth of the weaving sheds, and manufacturers who

have bought yarn are finding it extremely difficult to obtain orders on a remunerative basis. The high price of the raw material before the beginning of August resulted in a marked falling off in the volume of business, and although there has since been a substantial reduction in quotations, the buying capacity of certain of the foreign markets is less than it was a year ago, and manufacturers have not been able to recoup themselves for the high price of yarn. Exports to India have recently been very large, and the outlook there is not satisfactory. Egyptian business remains depressed, and no marked improvement can be looked for in this direction for some little time. For the greater part of last year China was practically out of the market, but lately a revival in the demand from Shanghai has set in, and the reports from this quarter are encouraging. The disturbance in Morocco has also created a business unfavourably. Our shipments of cotton piece goods, however, continue on a large scale, the quantities and values for the ten months ended October 31, 1907 and 1906, being as follows:

1907. 5,304,227 yards, valued at £67,844,923; 1906, 5,253,631,30 yards, valued at £62,988,396.

The home trade was prejudicially affected by the inclement weather experienced during the summer months, but there has been a marked improvement during the past three months, and the general condition of this trade may be described as healthy.

LABOUR TROUBLES.

Labour questions which have for some time past assumed a threatening aspect culminated in a demand from the Oldham fine counts spinners for an advance of wages. The bulk of the Oldham trade is in coarse counts, and Bolton is the centre for the fine counts. The fine counts spinners in Oldham contend that they are not paid as high a scale as the Bolton operatives for the same class of work, and they have requested advances of wages varying from 12d. to 21 per cent. The first joint conference of masters and employees which discussed the question was fruitless, because the employers held that the difference between the Oldham and the Bolton lists was not so great as the operatives represented it to be. Against this contention the operatives were in a position to produce tables which purported to show that the average Oldham price was below the average Bolton price to the extent of 21.1 per cent. for twist and 13.61 per cent. for worst. At the second joint conference the employers maintained that the demand was in contradiction of the Brooklands agreement, which they contended precluded any application for an increase of wages until June next, and even then that it imposed a limit of 5 per cent. increase. To this the operatives replied that the Brooklands agreement dealt with the "twist" list and not with local disputes. The spinners' Federation therupon offered to submit the construction of the agreement to arbitration, and, in the event of their view not being upheld, to grant an increase of 5 per cent. The operatives' representatives declined this offer, and notified to cease work on November 23rd were sent in by over 10,000 operatives employed in 63 mills. Mr. Lloyd-George's "stout" intervention at least defered the strike for a fortnight. Under the agreement which he has arranged the operatives undertook to post-date their strike notices a fortnight, and the Board of Trade has agreed to obtain from the Law Officers of the Crown an interpretation of the clause (No. 4) of the Brooklands agreement which has been responsible to a large extent for the dead lock. Pending the receipt of this interpretation the employers and the operatives will discuss their differences without prejudice to future action. Should the interpretation of the law officers of Clause 4 bear out the view held by the operatives, masters will at once revert to their present position. There is a general belief that the worst is over, but those who are acquainted with the spirit in which operatives and employers have approached the matter appreciate the fact that a settlement will not be easily arrived at. Many people who are concerned with the cotton industry would not regard a stoppage of looms and spindles at the present time as an altogether unmixed evil, and it is quite clear that the labour and wages question will not be placed upon a satisfactory basis until there has been a thorough overhauling of all the clauses of the Brooklands agreement.

Apart from the labour question the outlook for the spinning industry is still good, though continuance of the large profits earned during the past three years cannot reasonably be looked for. The new spindles which are in course of construction, the increased wages, and the dearer fuel will all tend to cut down the margin of profit. Moreover, the cotton outlook is somewhat uncertain, and a trade reaction throughout the world appears to be imminent. But the Lancashire cotton industry has shown great vitality in the past, and the large reserves which have been accumulated during the past two years will enable most of the companies to face with equanimity the prospect of a period of declining trade. —Times Commercial Supplement.

THE ALL-RED ROUTE.

The Liberal Colonial Club gave a dinner at Princess's Restaurant last month when the Hon. Clifford Sifton, K.C., lately Minister of the Interior in Canada, opened a discussion on the "All-red Route." Mr. H. J. Tennant, M.P., presided, and among others present were Lord Brassey, Mr. Carlton Bellairs, M.P., Sir Felix Schatz, Mr. B. W. Parks, M.E., Mr. Munro Ferguson, M.P., Mr. E. A. Ridgway, M.P., the Hon. W. P. Lowe, High Commissioner of New Zealand, Captain Muirhead Collins, representative of Australia, Sir Algernon West, Dr. G. R. Parkin, Mr. Freeman Murray, of the British Empire League, Miss Talbot, of the Victoria League, Lieutenant-Colonel Lewis, Mr. Percy Branting, Mr. J. A. Spencer, Mr. Cecil Granfahl, honorary treasurer, and Mr. E. T. Cook, honorary secretary, of the club. The only toast was that of "The King." This having been duly honoured.

The Chairman said that the idea of colonial preference was a very captivating one, and some of them would have embraced it if they had found it practicable. As they had not, they were compelled to look elsewhere for means to establish imperial unity; and where could more certain means be found than in this scheme for shortening the time of communication between the Mother Country, Canada, Australia, and New Zealand? Our Government, as well as the Colonial Governments, by the resolution passed at the Imperial Conference, had come to the principle of the project. There might be difficult details to work out, but Governments existed to overcome difficulties, and the matter was in good hands. Mr. Lloyd-George being strongly inclined with a desire to promote the Imperial trade. On the Canadian side also, the matter was in safe hands. Mr. Sifton having been a member of the Alaska Boundary Tribunal and for nine years Minister of the Interior.

Mr. Sifton said that the mail between New Zealand and London now took 33 days by Australia and Suez. By the new route they would take less than 5 days from London to a Canadian port, 8½ (2½) days to Vancouver, and 25 to New Zealand. The route should attract a large traffic from Australia as well as New Zealand. The "Lusitania's" best time from Liverpool to New York was 5 days 18 hours 48 minutes, the distance being 3,262 knots. The 2,439 knots from Liverpool to Halifax would be covered by a 24-knot boat in 4 days 12 hours; the 2,633 or 2,803 knots from Liverpool to Quebec, via Bell Isle or Cape Race, would take 4 days 20 hours or 5 days 6 hours. He had it on the best authority that, though the now Cananders were of 33,000 tons, 30,000-ton steamers of the same speed could be built on the river routes uniformly adopted, and that it is worthy the attention of those who require a remedy that there is no such thing as a panacea.

In the light of geological knowledge romance can fly back over scores of thousands of years, clothe our country with the primeval forests and a tropical flora, and people it with tribes of gigantic and fabulously armed animals, against which naked man was compelled to pit himself with crude weapons of sharpened sticks.

These phantasies called fossil deposits "freaks of nature," and, up to comparatively modern times, when definite knowledge on the subject began to spread and generally accepted, many a quaint theory on the origin of fossil deposits was expressed.

Thus, towards the close of the eighteenth century, the Swiss naturalist, Bertrand, suggested that fossils were directly deposited by the Creator, in order to demonstrate the harmony of His work. Not a great many years later an Oxford divine went to the other extreme, declaring that the devil himself placed fossils in order to deceive and perplex mankind.

A little more than four years ago part of the skeleton of a rhinoceros was dug up during excavations in Fleet Street. The lay mind was tickled hugely at the idea of a rhinoceros in the heart of London. Scientists were unmoved. Many a public and private museum was already enriched with fossil remains of the rhinoceros, and of the elephant, the hippopotamus, the giant Ibis deer, and the great ox as well, all of which had been found in the Thames Valley.

When the bidding began yesterday for such precious fragments as "elephas primigenius, two upper grinders," and "bos primigenius, fine sacrum, humerus, and foot bones," it might

have been remembered that the very animals

thus feebly represented by an armful of bones probably ranged in the living flesh, mighty in their strength and freedom, over the very site of the sale-room.

Britain at that period (probably more than 150,000 years ago) was covered from end to end with vast, trackless forest, fearfully and wonderfully populated. The hairy mammoth and the hippopotamus, as well as the rhinoceros and elephant, ranged the land in great herds. Huge lions and bears and powerful hyenas prowled forth from their dark caves to stalk their prey. Sabre toothed "tigers" crashed through the jaws of their victims with their awl tusks. Giant deer, fierce wild cattle, and wild boars roamed at will. Herds of hungry wolves rounded up their quarry in the forest tangle.

And a paleolithic and neolithic man, thinly

scattered, lived in his caves and fashioned his poor little javelins of stone to defend himself against the everlasting perils of his world. What stupendous conflicts must he have witnessed between the mighty creatures among whom he lived, when in their rage they rushed at one another with all their imminence of weight and strength, and deadly array of resistless tooth and tank!

That these early British mammals were armed on an extraordinary scale is seen by the enormous size of the fossil teeth, tusks, and horns in our museums. Not the most fearful of these carnivores were the hyenas; but one little item in the unique catalogue now in the hands of every fossil-hunter in the country suggests in a graphic way the power of the ancient British specimens of that stinking tribe. It reads: "Rhinoceros bones, many gnawed by hyenas." These bones form a collection from various British caves.

The jaws of the hyenas are built to crunch the toughest bones, and while it is unlikely that the hyenas of old attacked the contemporary rhinoceroses in the open, it is believed that the latter, owing to their great weight, frequently fell from above into the caves of their iron-jawed enemies, and were assailed when thus helplessly situated. The place of deposition of many rhinoceros fossils seems to bear out this theory.

No glories of artificial light ever illuminated those wild scenes, only the sun, the moon, and the stars lit the everlasting forest and the great river which flowed through the Thames Valley. Indeed, when the creatures whose bones were sold were alive, the Thames turned away northward, flowing over what we now call the Dogger Bank, and joined the Rhine.

For Britain was then connected with France, Germany, and Scandinavia. A subsequent subsidence of the land formed the North Sea, which is in all parts shallow, and has yielded to dredgers working close to the coasts of both Norway and Eastern England many fossil remains of the rhinoceros, elephant, bison, and other animals of that enraging past. Some of the specimens catalogued for yesterday's sale were taken from the sea-bed.

Specimens from the great forest submerged at the rising into being of the North Sea—bones of mammoth, elephants, and rhinoceroses, and many other mammals, each finding more light back into those far-distant ages—have frequently been cast ashore by high tides on the Norfolk coast. Many fossils taken from what is known as the Norfolk forest-bed were sold last month, and one of them, a lower-jaw of the fearsome sabre-toothed "tiger," is exceedingly rare. In fact, it is the only specimen from the forest-bed known to exist.

What a picture of the past the knowledge of the existence of that forest-bed brings to the mind! Its ancient valleys and river ways have been exposed by excavations and boxing; its majestic fauna, and even its trees and fruits, have been brought to light in the fossil state. The green valleys stretched out into the place of the modern sea; the rivers ran right away to what is now the European mainland, to which Britain would be united again to-day if the bed of the North Sea were elevated but a few hundred feet.

Lo d'Brassey said that Mr. Sifton was here, no doubt, for the purpose of obtaining that liberal assistance which they all desired should be given by the Mother Country. No step could be more calculated to arouse public opinion than such a gathering. He fully concurred, after much experience of the Gulf of St. Lawrence, in Mr. Sifton's statement that it had no difficulties which could not be surmounted by careful navigation and such aid as the Canadian Government was supplying and had supplied. He was convinced that the all-red route would be carried into effect at no distant date; and he suggested that the great Canadian railway companies might reasonably be looked to for financial co-operation.

Captain Muirhead Colling, after pointing out that the "reasonable cost" specified in the Imperial Conference resolution had not been dealt with that night said that Australia was sure to be sympathetic in all matters concerning the Empire.

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BANKS

NEDERLANDSCH-INDISCHE
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (21,764.48)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya,
Semarang, Indramajoo, Bandung and
Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal,
Pecalongan, Maeswar, Pontianak, Padang,
Matan, Penang, Rangoon, Calcutta,
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Djedda, Bangkok, Shinga, Shanghai.

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London; Swiss Bankers' Bank,
Paris; Comptoir National d'Escompte de
Paris; Berlin; Deutsche Bank,
Brussels; Banque de Paris et des Pays
Bas; Vienna; Union Bank,
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THE BANK—buys and sells receives for
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Credit payable in all important places of the
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Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2½ per
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On Fixed Deposit: 12 months 4% per annum
do. 6 do 3½ do
do. 3 do 2½ do.

J. ROETTE Manager
No. 16, Des Vaux Road Central

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 3,750,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES:
Amyo Kobe Taiwan
Amoy Nagasaki Tamshu
Fuchow Osaka Tokyo
Keelung Shanghai Yokohama
Swatow Yokohama

HONGKONG OFFICE:
3, Des Vaux Road.
Interest allowed on Current Account
Deposits received on term which may be
application.

D. TOHDOW, Manager
Hongkong, 5th April, 1907. 1950

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China,
the Philippine Islands, and the
Republic of Panama.

CAPITAL PAID UP Gold \$3,250,000,
= about Mex. \$5,900,000

RESERVE FUND Gold \$3,250,000,
= about Mex. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
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BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED,

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description
of Banking and Exchange business, receives
money. Current Account at the Rate of
2½ per annum on Daily balance and accepts
Fixed Deposits at the following rates:-

For 12 months 4% per cent. per annum

For 6 " 4 "

For 3 " 3 "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON Manager.

Hongkong 24th July, 1907. 1899

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:

STERLING £1,000,000 at 2/ = \$10,000,000

SILVER 11,750,000

\$21,750,000

RESERVE LIABILITY OF PROPTOS 10,000,000

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C. R. Lennox, Esq. H. E. Tomkins, Esq.

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CHIEF MANAGER: Hongkong—J. R. M. SMITH

MANAGER: Shanghai—H. E. B. HUNTER

LONDON BANKERS: LONDON AND COUNTY
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On Current Account at the rate of Two per
cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH
Chief Manager.

Hongkong, 17th August, 1907. 20

HONGKONG SAVINGS BANK.

THE Business of the above Bank is

conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3½
per cent. per annum.

Depositors may transfer at their option
balances, \$100 or more, to the HONGKONG AND
SHANGHAI BANK, to be placed on FIXED
DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH
Chief Manager.

Hongkong, 12th January, 1907. 21

BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £200,000
Shortly to be increased to £2,000,000

RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPTOS
TOBES £200,000

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3½ "

for 3 " 3½ "

JOHN ARMSTRONG
Manager.

Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,250,000

PAID-UP £602,000

RESERVE FUND £170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

ON FIXED DEPOSITS:

For 12 months 4 per cent.

For 6 " 3½ per cent.

EVAN ORMISTON
Manager.

Hongkong, 30th April, 1907. 23

THE YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

BRANCHES AND AGENCIES:

Tokyo Kobe Oak

Nagasaki London Lyons

New York San Francisco Honolulu

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Ch'fco Tientsin Peking

Newchwang Dalny Port Arthur

Antung Liuyang Mukden

Tieling Chang Chun Head Office—YOKOHAMA

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum

do. 6 do 4½ do

do. 3 do 3½ do

TAKEO TAKAMICHI
Manager.

Hongkong, 25th September, 1907. 560

NEDERLANDSCH-HANDEL
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID-UP CAPITAL £45,000,000 (23,750,000)

RESERVE FUND £5,378,375 (2,428,000)

HEAD OFFICE: 60 Wall Street, New York.

BRANCHES AND AGENTS all over the World.

LONDON BANKERS: Threadneedle House, E.C.

Branches and Agents all over the World.

The Corporation transacts every description
of Banking and Exchange business, receives
money. Current Account at the Rate of
2½ per annum on Daily balance and accepts
Fixed Deposits at the following rates:-

For 12 months 4 per cent. per annum

For 6 " 4 "

For 3 " 3 "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON Manager.

Hongkong 24th July, 1907. 1899

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow

Tientsin, Peking, Tsinanfu, Tsin-tung,

Kobe, Yokohama, Singapore.

Founded by the following Banks at

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STAATSBANK Berlin.

DIREKTION DER DISCONTO-GESellschaft

DEUTSCHE BANK.

S. BLEICHROEDER & CO.

BERLINER HANDEL UND

INDUSTRIE.

ROBERT WARSCHNER & CO.

M. A. von BOETHSCHILD &

SOHN.

Frankfurt, s/m.

JACOB S. H. STEIN.

NOEDDBUTSCHE BANK IN HAMBURG, Hamburg

SAL. OPPENHEIM, JR., & CO. Koenig

BAHRNSCHE HYPOTHEKEN UND VERMÖGEN

BANK MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON.

THE UNION OF LONDON AND SMITH'S
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3